BookletChart™

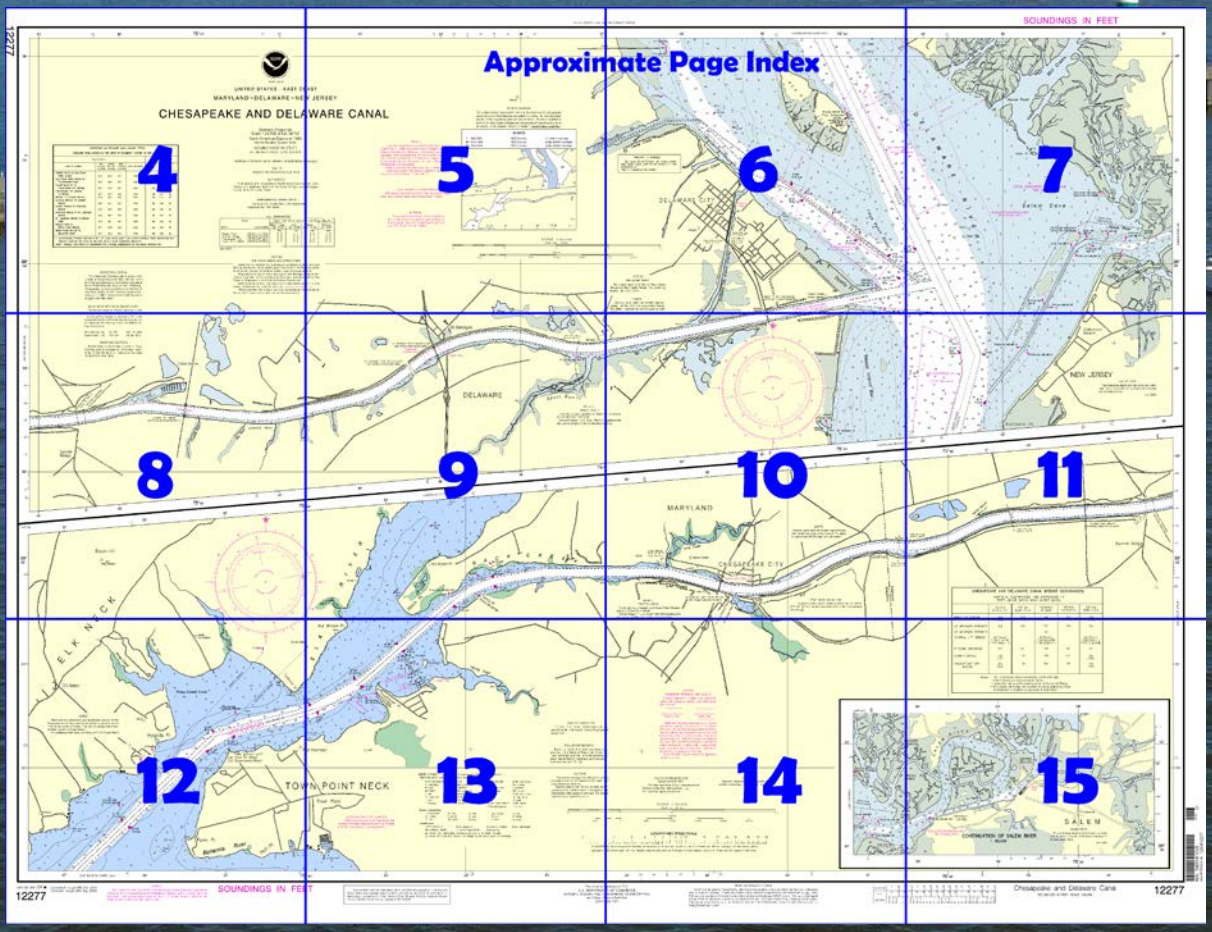
Chesapeake and Delaware Canal

NOAA Chart 12277

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=12277.

(Selected Excerpts from Coast Pilot)
The **Chesapeake and Delaware Canal** is a sea-level waterway that extends from Delaware River at Reedy Point, DE, to **Back Creek** at Chesapeake City, MD, thence down Back Creek to Elk River and Chesapeake Bay. The Reedy Point entrance is 51 miles above the Delaware Capes, 35.5 miles below Philadelphia, 62 miles from Baltimore, and 187.5 miles from the Virginia Capes. **Miles** in the following text are the distances in nautical miles along the canal from the middle of Delaware River. **Reedy Point**, at Mile 0.7 on the north side of the Delaware entrance, is jettied and is marked by a light; the jetty on the south side is similarly marked.

Note.–The system of marking the channel with buoys and lights is from each entrance and reverses at Chesapeake City. Even numbers and flashing red lights are on the north side and odd numbers and flashing green lights are on the south side between the Delaware Bay entrance and Chesapeake City. Even numbers and flashing red lights are on the south side and odd numbers and flashing green lights are on the north side from Chesapeake City to the west end of the canal. Each bend along the canal is marked by an amber light.
In addition to the navigational aids, the north and south banks of the Chesapeake and Delaware Canal are lighted by lumenaries spaced 500 feet apart on poles at a height of 25 feet mean high water. They are designed to illuminate the banks at the water's edge to assist ships navigating the canal at night. The U.S. Army Corps of Engineer-maintained poles are 250 feet apart with a light on every other pole.
Navigation regulations.–The following regulations are from 33 CFR 162 and 33 CFR 207:**§162.40 Inland waterway from Delaware River to Chesapeake Bay, DE and MD (Chesapeake and Delaware Canal).**
(a) Applicability. The regulations in this section are applicable to that part of the inland waterway from Delaware River to Chesapeake Bay, DE and MD, between Reedy Point, Delaware River, and Old Town Point Wharf, Elk River.
(b) Speed. No vessel in the waterway shall be raced or crowded alongside another vessel. Vessels of all types, including pleasure craft, are required to travel at all times at a safe speed throughout the canal and its approaches so as to avoid damage by suction or wave wash to wharves, landings, riprap protection, or other boats, or injury to persons. Pilots and vessel operators transiting the canal and its approaches are warned that violation of this rule may result in having their privilege to transit the canal suspended. Passages of vessels through the canal will be monitored and specific cases will be investigated where damage by suction or wave wash does occur. Owners and operators of yachts, motorboats, rowboats, and other craft are cautioned that large deep-draft ocean-going vessels and other large commercial vessels ply the canal, and such owners and operators should be particularly careful to moor or anchor well away from the main ship channels, with moorings and lines which are sufficient and proper.
(c) Right-of-way. All vessels proceeding with the current shall have the right-of-way over those proceeding against the current. Large vessels or tows must not overtake and attempt to pass other large vessels or tows in the waterway. All small pleasure craft shall relinquish the right-of-way to deeper draft vessels, which have a limited maneuvering ability due to their draft and size.
(d) Stopping in waterway. Vessels will not be permitted to stop or anchor in the ship channel.
(e) Water skiing. Water skiing in the waterway is prohibited between Reedy Point and Welch Point.
(f) Sailboats. Transiting the canal by vessels under sail is
An anchorage basin is provided on the south side of the canal at Mile 12.8, opposite Chesapeake City. The entrance to the basin is subject to periodic shoaling.
Regulations for the use of the anchorage and mooring basin are given in **207.100(e)** provided previously in this chapter.
A **special anchorage**, with depths of 3 to 4 feet, is on the southeast side of the canal at Mile 16.3, northeastward of Courthouse Point.
(See **110.1** and **110.70**, chapter 2, for limits and regulations.)

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Norfolk	Commander 5th CG District Norfolk, VA	(575) 398-6231

Table of Selected Chart Notes

HEIGHTS

Heights in feet above Mean High Water.

Mercator Projection
Scale 1:20,000 at Lat. 39°32'
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

LOCAL MAGNETIC DISTURBANCE

Differences of as much as 6° from the normal variation have been observed in Elk River Channel from Old Town Point to Courthouse Point.

LIGHTS

Mercury vapor lights are located approximately 140 feet from the edge of the channel. The lights in general are 500 feet apart on both banks.

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Mercury vapor lights are located approximately 140 feet from the edge of the channel. The lights in general are 500 feet apart on both banks.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area

Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.396" northward and 1.238" eastward to agree with this chart.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Philadelphia, PA	KIH-28	162.475 MHz
Sudlersville, MD	WXK-97	162.500 MHz

Pilot Transfer Station Note:

A pilot transfer station exists between 39° 31' 56" N, 075° 47' 24" W, one mile on either side of the Chesapeake City Bridge.

LOCAL MAGNETIC DISTURBANCE

Differences of as much as 2° to 5° from the normal variation have been observed along the Delaware River Channel.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

CAUTION

FISH TRAP AREAS AND STRUCTURES

Mariners are warned that numerous uncharted duck blinds and fishing structures, some submerged, may exist in the fish trap areas. Such structures are not charted unless known to be permanent.

Regulations to assure clear passage to and through dredged and natural channels, and to established landings, are prescribed by the Corps of Engineers in the Code of Federal Regulations.

Definite limits of fish trap areas have been established in some areas, and those limits are shown thus: ——— — ——— —

Where definite limits have not been prescribed, the location of fishing structures is restricted only by the regulations.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Reedy Point	(39°34'N/75°34'W)	5.6	5.5	0.2
Summit Bridge	(39°32'N/75°44'W)	3.8	3.6	0.1
Chesapeake City	(39°32'N/75°49'W)	3.3	3.1	0.2
Old Town Point Wharf	(39°30'N/75°55'W)	2.7	2.4	0.2

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.

(May 2010)

SALEM RIVER CHANNEL

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF FEB 2012

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (MILES)	DEPTH MLLW (FEET)
ELSINBORO POINT TO OAKWOOD BEACH	3.6	10.9	10.4	2-12	150	1.48	16
OAKWOOD BEACH TO SINNICKSON LANDING	7.2	9.2	4.1	2-12	150	1.56	16
SINNICKSON LANDING TO END OF PROJECT	9.3	16.1	13.0	2-12	150	0.71	16
	TURNING BASIN PROJECT WIDTH						
	80%	100%					
TURNING BASIN	10.5	10.1		2-12	320	0.2	16

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

CHESAPEAKE AND DELAWARE CANAL BRIDGE CLEARANCES

VERTICAL CLEARANCES ARE EXPRESSED IN FEET ABOVE MEAN HIGH WATER (MHW)

	225 feet South of C/L	150 feet South of C/L	Centerline of Canal	150 feet North of C/L	225 feet North of C/L
REEDY PT BRIDGE	134 (133)	135	136	135	134 (133)
ST GEORGES BRIDGE E	132	134	137	134	132
ST GEORGES BRIDGE W			142		
CONRAIL LIFT BRIDGE	45 (Down) *129 (Low Lift) **137 (High Lift)		45 (Down) *130 (Low Lift) **138 (High Lift)		45 (Down) *129 (Low Lift) **137 (High Lift)
PIPELINE CROSSING	141	141	141	141	141
SUMMIT BRIDGE	135 (132)	137	138	137	135 (131)
CHESAPEAKE CITY BRIDGE	136 (135)	138	140	138	136 (134)

Notes: 136- -Clearances below lowest steel girder of bridge.
(134)-Clearances below navigation lights.
*Normal low limit stop for raised position of Conrail Lift Bridge.
**The Conrail Lift Bridge limit override allows an additional 8 feet of clearance. (indicated by alignment of white lines)

12277

44' 43' 75° 42' 41'

36'

35'

39°
34'

33'

JOINS PANEL BELOW

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COA

MARYLAND – DELAWARE – NEW

CHESAPEAKE AND DELA

Mercator Projection
Scale 1:20,000 at Lat. 39°32'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.no

HEIGHTS
Heights in feet above Mean High Water.

AUTHORITIES
Hydrography and topography by the National Ocean Servic
Survey, with additional data from the Corps of Engineers, Ge
Survey, and U.S. Coast Guard.

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 3 for important supplemental information.

CHESAPEAKE AND DELAWARE CANAL CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF MAY 2011

CONTROLLING DEPTHS IN FEET AT LOCAL MEAN LOWER LOW WATER *					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH (FEET)
TURKEY POINT TO OLD TOWN POINT WHARF	33.2	35.0	30.4	4-11	400	5.45	35
OLD TOWN POINT WHARF TO BULL MINNOW POINT	33.5	35.0	35.6	4-11	400	1.79	35
BULL MINNOW POINT TO CHESAPEAKE CITY BRIDGE	A25.2	32.0	A25.8	3-11	400	3.53	35
CHESAPEAKE CITY BRIDGE TO BETHEL	30.9	32.1	26.9	3-11	400	1.52	35
BETHEL TO GUTHRIES RUN	30.8	33.4	30.5	3-11	400	1.13	35
GUTHRIES RUN TO SUMMIT BRIDGE	31.3	33.8	32.7	3-11	400	1.02	35
SUMMIT BRIDGE TO CONRAIL BRIDGE	34.6	33.4	31.2	3-11	400	1.65	35
CONRAIL BRIDGE TO ST. GEORGES BRIDGE	33.0	36.8	33.4	3-11	400	2.27	35
ST. GEORGES BRIDGE TO BIDDLE POINT	30.3	33.9	32.4	3-11	400	1.87	35
BIDDLE POINT TO REEDY POINT BRIDGE	32.2	35.2	35.0	3-11	400	1.68	35
REEDY POINT BRIDGE TO DELAWARE RIVER	33.2	33.1	31.1	3-11	400	1.63	35

* ENTERING FROM CHESAPEAKE BAY.
A. SOUNDINGSS ARE 25 FEET NEAR THE EDGE.
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

SALEM RIVER CHANNEL

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF FEB 2012

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (MILES)	DEPTH MLLW (FEET)
ELSINBORO POINT TO OAKWOOD BEACH	3.6	10.9	10.4	2-12	150	1.48	16
OAKWOOD BEACH TO SINNICKSON LANDING	7.2	9.2	4.1	2-12	150	1.56	16
SINNICKSON LANDING TO END OF PROJECT	9.3	16.1	13.0	2-12	150	0.71	16
	TURNING BASIN PROJECT WIDTH 80%	100%					
TURNING BASIN	10.5	10.1		2-12	320	0.2	16

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

TIDAL INFORMATION

PLACE		Height referred to datu	
NAME	(LAT/LONG)	Mean Higher High Water	Me High
		feet	fe
Reedy Point	(39°34'N/75°34'W)	3.6	5
Summit Bridge	(39°32'N/75°44'W)	3.6	3
Chesapeake City	(39°32'N/75°49'W)	3.3	3
Old Town Point Wharf	(39°30'N/75°55'W)	2.7	2

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station
tide predictions, and tidal current predictions are available on the Internet from http://tidesar

(May 2010)

CAUTION

FISH TRAP AREAS AND STRUCTURES

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NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Philadelphia, PA	KIH-28	162.475 MHz
Sudlersville, MD	WXK-97	162.500 MHz

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual ra reflector identification on these aids has b

Joins page 8

Canal Station

4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles
0 1 1½

Yards
500 0 500 1000 1500 2000 2500

40' 39' 50 40' 30' 20' 10' 38' 50' 37'

AST

W JERSEY

WARE CANAL

noaa.gov.

vice, Coast
Geological

tum of soundings (MLLW)

Mean gh Water	Mean Low Water
feet	feet
5.5	0.2
3.6	0.1
3.1	0.2
2.4	0.2

on. Real-time water levels, sandcurrents.noaa.gov.

blinds and
trap areas.
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NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 3. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 5th Coast Guard District in Portsmouth, Virginia or at the Office of the District Engineer, Corps of Engineers in Philadelphia, Pennsylvania.

Refer to charted regulation section numbers.

Additional general instructions supplementing 207.100, may be found in Chapter 7, Coast Pilot 3.

LOCAL MAGNETIC DISTURBANCE

Differences of as much as 2° to 5° from the normal variation have been observed along the Delaware River Channel.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.396" northward and 1.238" eastward to agree with this chart.

TANK

STACK

Log boom

Tanks

Tank

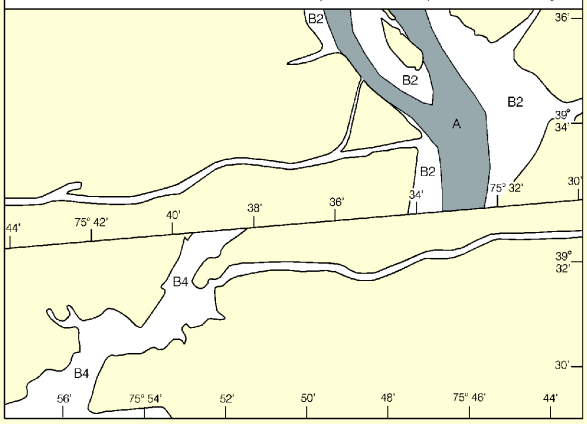
RIVER WATER INT

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE

A 1990-2001	NOS Surveys	full bottom coverage
B2 1970-1989	NOS Surveys	partial bottom coverage
B4 1900-1939	NOS Surveys	partial bottom coverage



SCALE 1:20,000

Nautical Miles

½ 0 ½ 1

Yards

500 0 500 1000 1500 200

Joins page 6

St Georges

Pile

ST GEORGES BRIDGE TO BIDDLE POINT

ST GEORGES FIXED BRIDGE (EAST)
(see bridge clearances tabulation)

Cable and Pipeline Area

Cable Area

ST GEORGES FIXED BRIDGE (WEST)
(see bridge clearances tabulation)

OVHD PWR CABS AUTH CL 161 FT

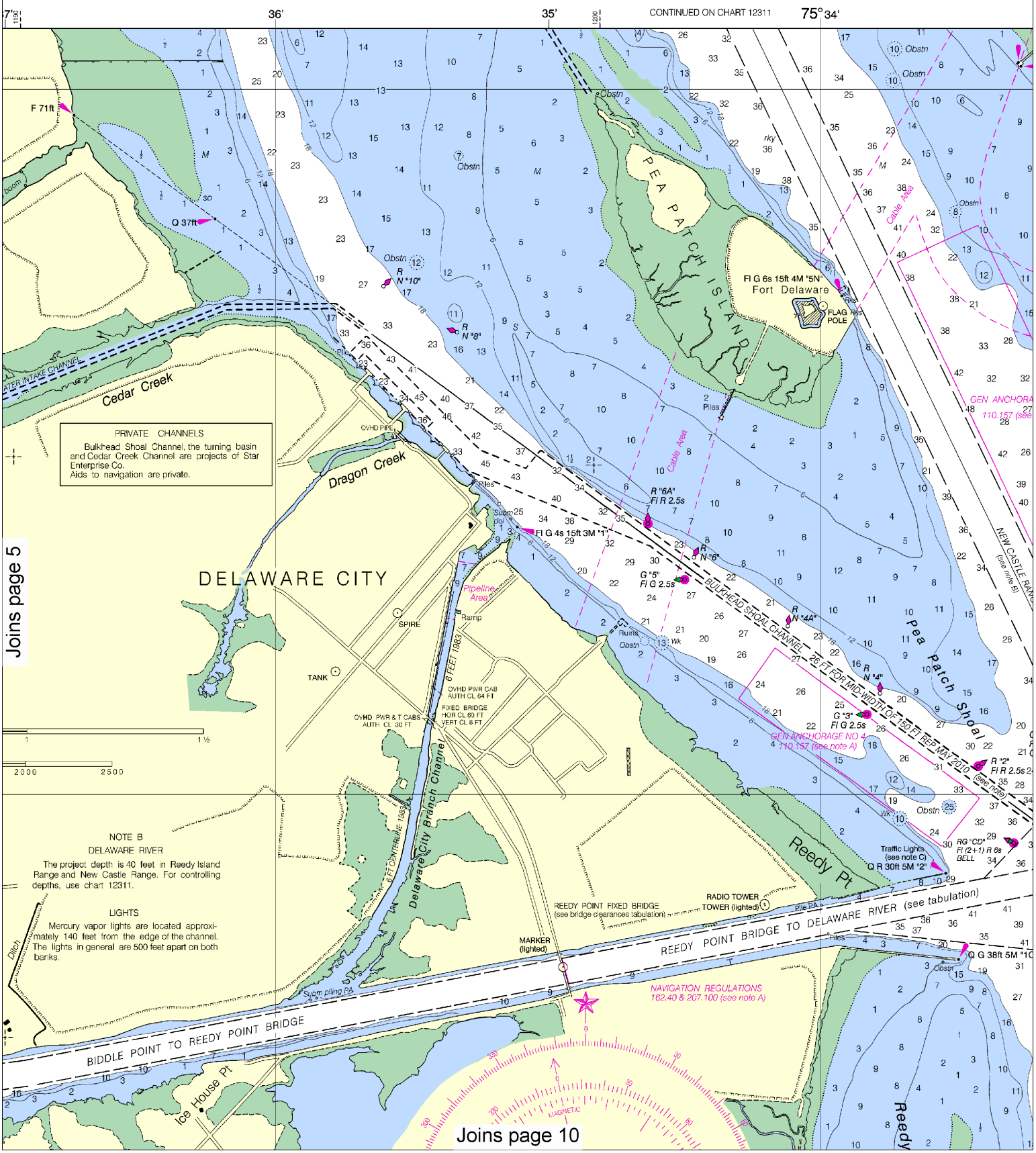
Biddle Pt

Ditch

Fl G 2.5s 20ft 5M "3"

Joins page 9

This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:26667. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.



6

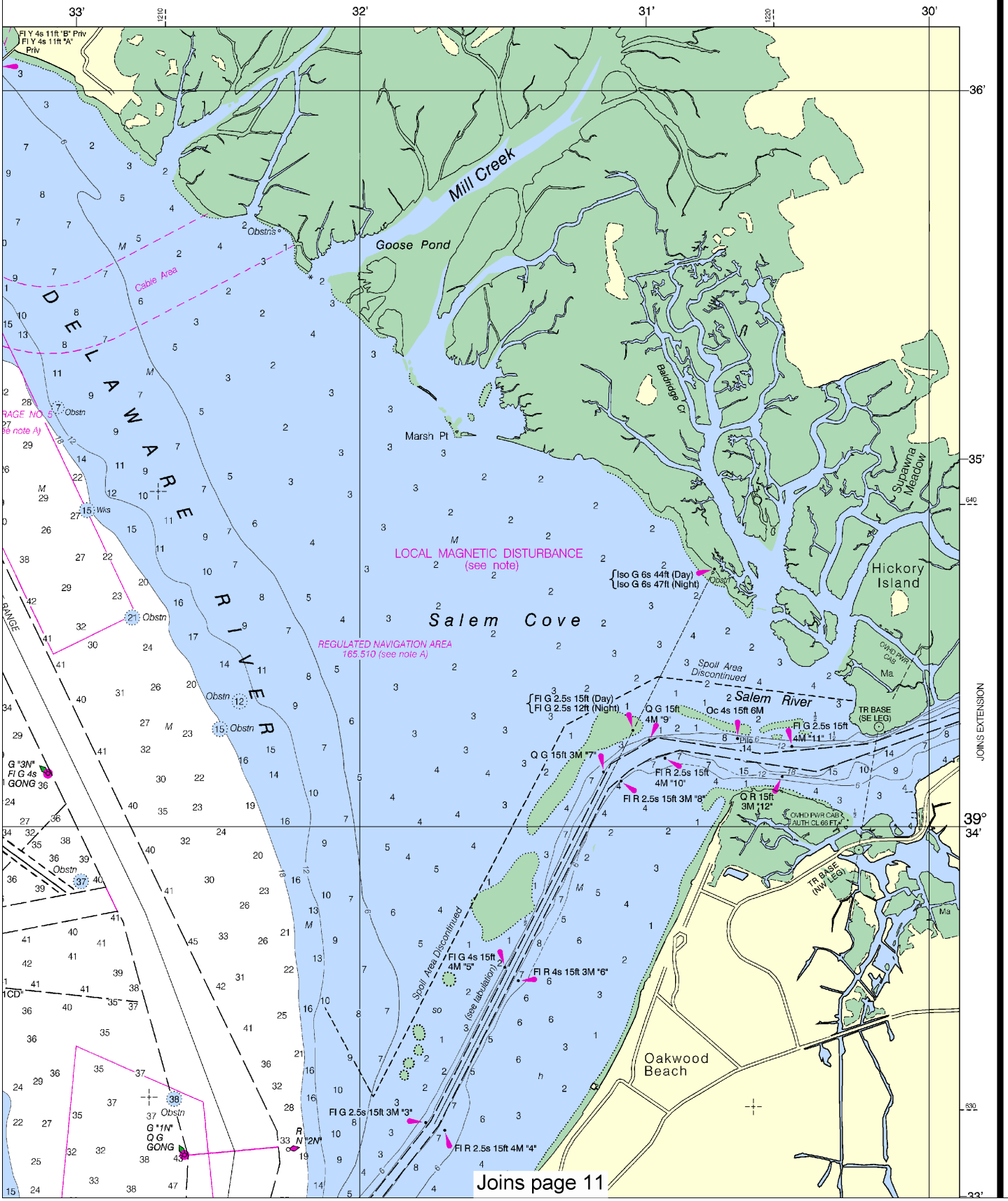
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0, 1, 1 ½

Yards: 500, 0, 500, 1000, 1500, 2000, 2500

SOUNDINGS IN FEET



This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 0413 1/22/2013,
NGA Weekly Notice to Mariners: 0413 1/26/2013,
Canadian Coast Guard Notice to Mariners: n/a.

Joins page 4

areas, and those limits are shown thus:
Where definite limits have not been prescribed, the loc
fishing structures is restricted only by the regulations.

OAKWOOD BEACH TO SINNICKSON LANDING	7.2	9.2	4.1	2-12			
SINNICKSON LANDING TO END OF PROJECT	9.3	16.1	13.0	2-12			
	TURNING BASIN PROJECT WIDTH						
	80%	100%					
TURNING BASIN	10.5	10.1		2-12	320	0.2	16

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RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

JOINS PANEL BELOW

Canal Station

TOWER

SUMMIT BRIDGE TO CONRAIL BRIDGE

CONRAIL BRIDGE TO ST GEORGES BR

Cable Area

CONRAIL LIFT BRIDGE
(see bridge clearances tabulation)

PIPELINE CROSSING
(see bridge clearances tabulation)

TOWER

OVHD PWR CAB
AUTH CL 138 FT

Summit Bridge

Crystal Run

Joy Run

Lorewood Grove

33'
50'
40'
30'
20'
10'
32'
50'
44'
43'
75° 42'
41'
75° 54
55'
56'
57'

KAPP 632

Black Hill

311
FIRE TOWER

39°
32'

K NECK

BARN
(W GABLE)

Jones Creek

MAGNETIC

VAR 11° 45' W (2010)

NO ANNUAL CHANGE

Oc 4s 122ft (Da
Oc 4s 119ft (Ni

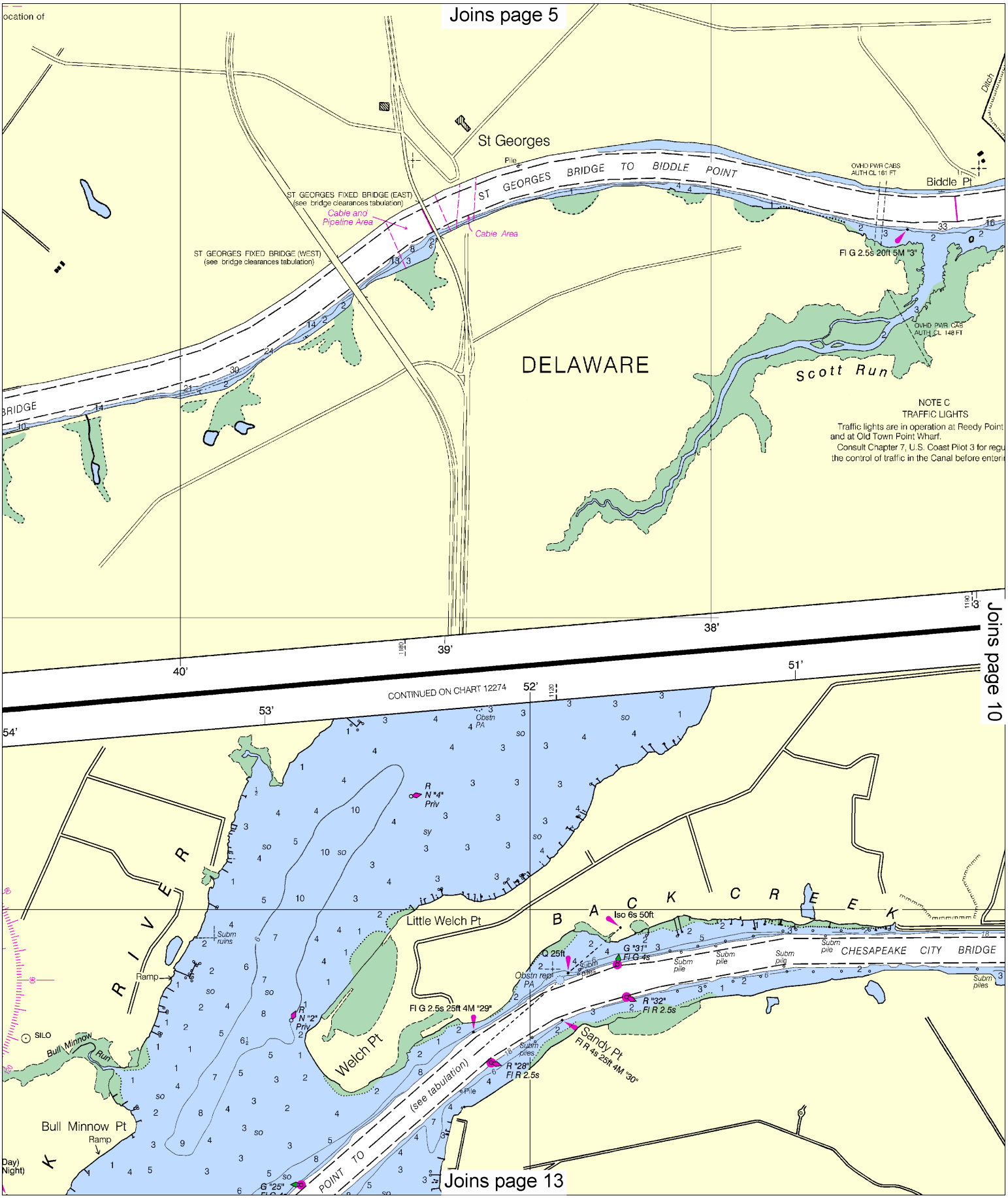
Joins page 12

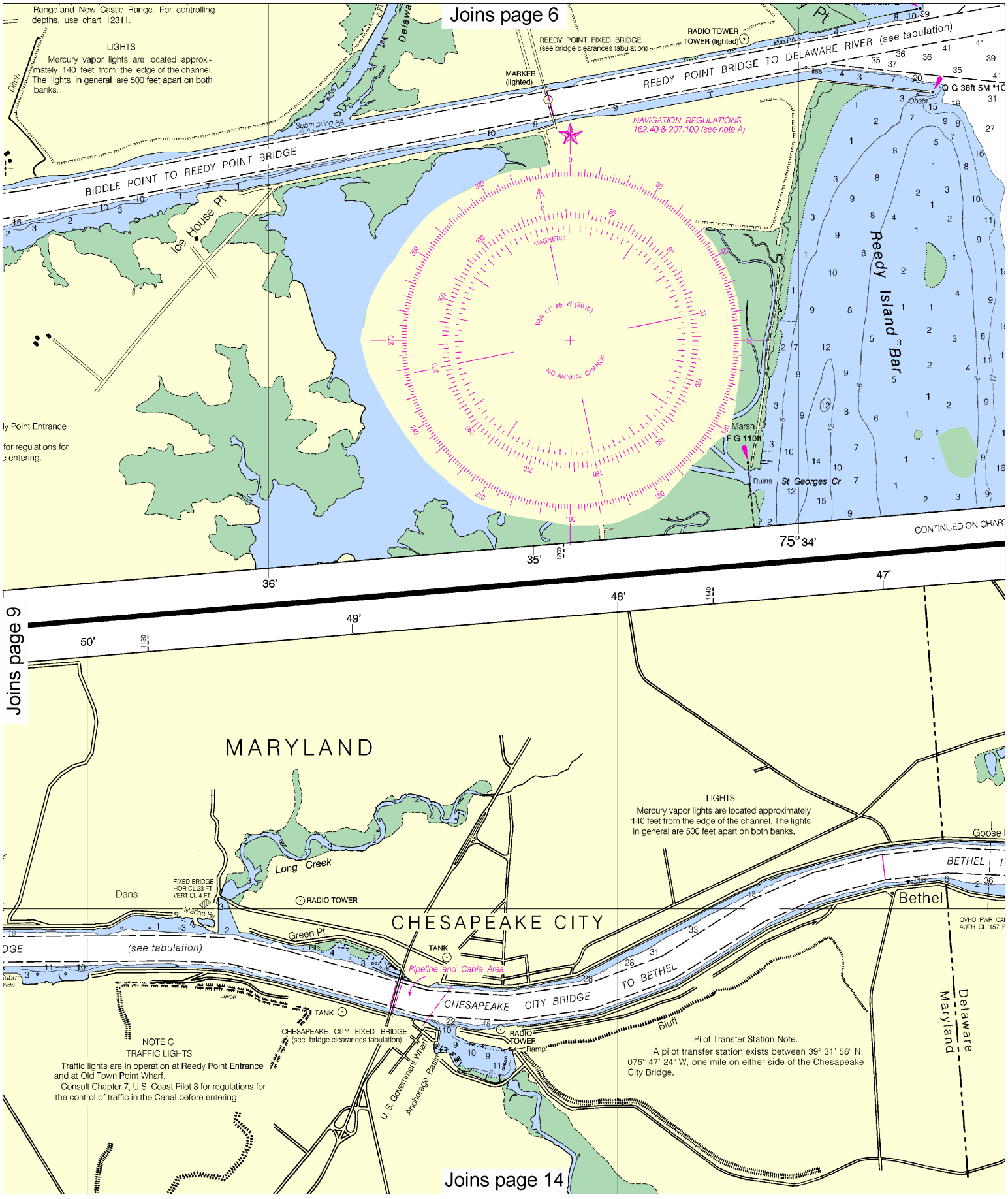
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles
0 1 1½

Yards
500 0 500 1000 1500 2000 2500


Joins page 5
St Georges
ST GEORGES BRIDGE TO BIDDLE POINT
ST GEORGES FIXED BRIDGE (EAST)
(see bridge clearances tabulation)
Cable and Pipeline Area
Cable Area
ST GEORGES FIXED BRIDGE (WEST)
(see bridge clearances tabulation)
OVHD PWR CABS AUTH CL 161 FT
Biddle Pt
Fl G 2.5s 20ft 5M "3"
OVHD PWR CAB AUTH CL 148 FT
DELAWARE
Scott Run
NOTE C
TRAFFIC LIGHTS
Traffic lights are in operation at Reedy Point and at Old Town Point Wharf.
Consult Chapter 7, U.S. Coast Pilot 3 for regu
the control of traffic in the Canal before enteri
40'
39'
38'
51'
CONTINUED ON CHART 12274
52'
53'
54'
Joins page 10
R N "4" Priv
Little Welch Pt
Iso 6s 50ft
G "31" Fl G 4s
Q 25ft
Obstn repr PA
R "32" Fl R 2.5s
CHESAPEAKE CITY BRIDGE
Fl G 2.5s 25ft 4M "29"
R N "2" Priv
Welch Pt
R "28" Fl R 2.5s
Sandy Pt
Fl R 4s 25ft 4M "30"
(see tabulation)
Ramp
SILO
Bull Minnow Run
Bull Minnow Pt
Ramp
Subm ruins
Subm piles
Subm pile
Obstn PA
Joins page 13

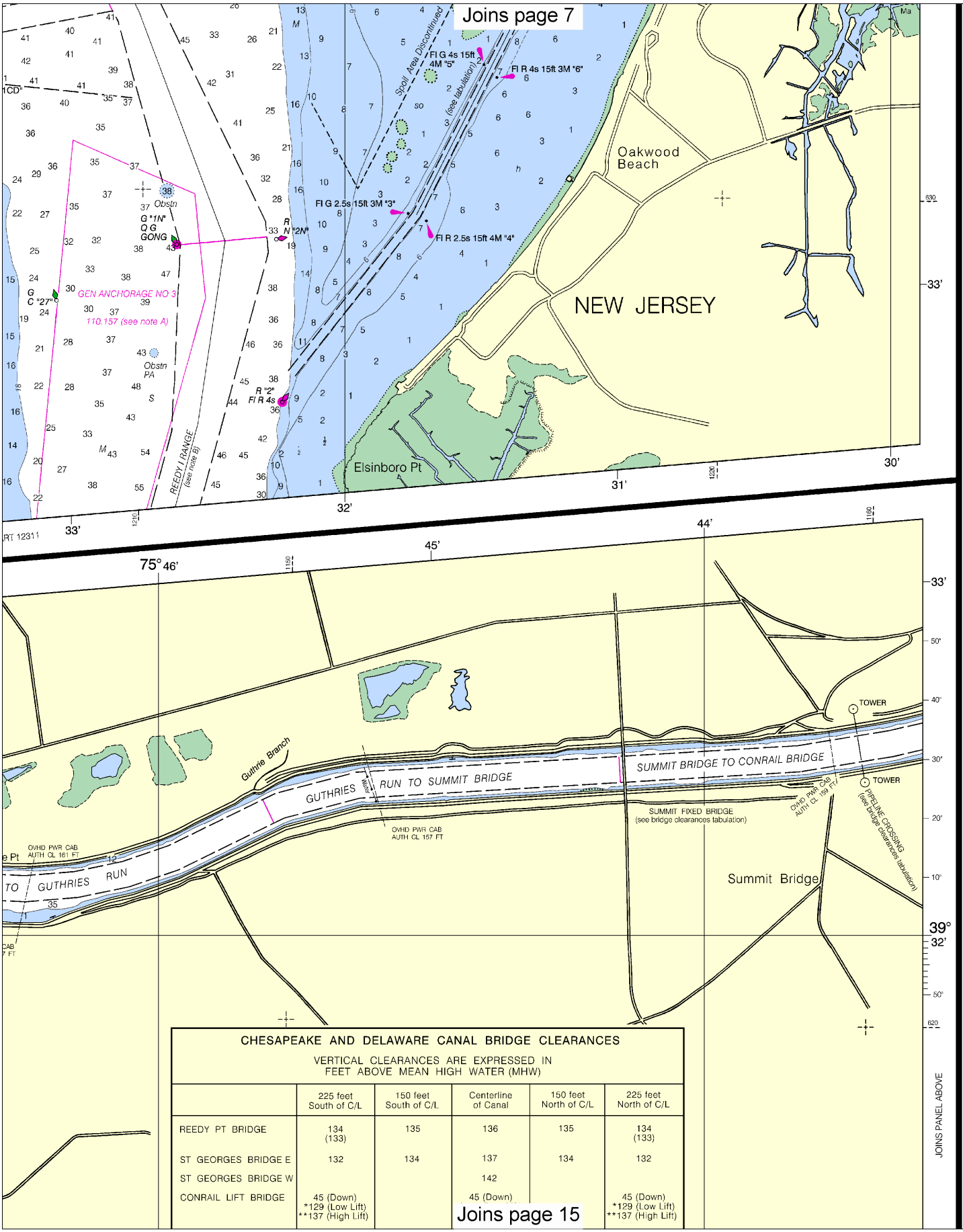


Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0, 1, 1 ½

Yards: 500, 0, 500, 1000, 1500, 2000, 2500



CHESAPEAKE AND DELAWARE CANAL BRIDGE CLEARANCES

VERTICAL CLEARANCES ARE EXPRESSED IN FEET ABOVE MEAN HIGH WATER (MHW)

	225 feet South of C/L	150 feet South of C/L	Centerline of Canal	150 feet North of C/L	225 feet North of C/L
REEDY PT BRIDGE	134 (133)	135	136	135	134 (133)
ST GEORGES BRIDGE E	132	134	137	134	132
ST GEORGES BRIDGE W			142		
CONRAIL LIFT BRIDGE	45 (Down) *129 (Low Lift) **137 (High Lift)		45 (Down)		45 (Down) *129 (Low Lift) **137 (High Lift)

Joins page 15

35th Ed., Jul. /10 ■
Corrected through NM Jul. 31/10
Corrected through LNM Jul. 27/10

12277

CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

SOUNDINGS IN FE

12

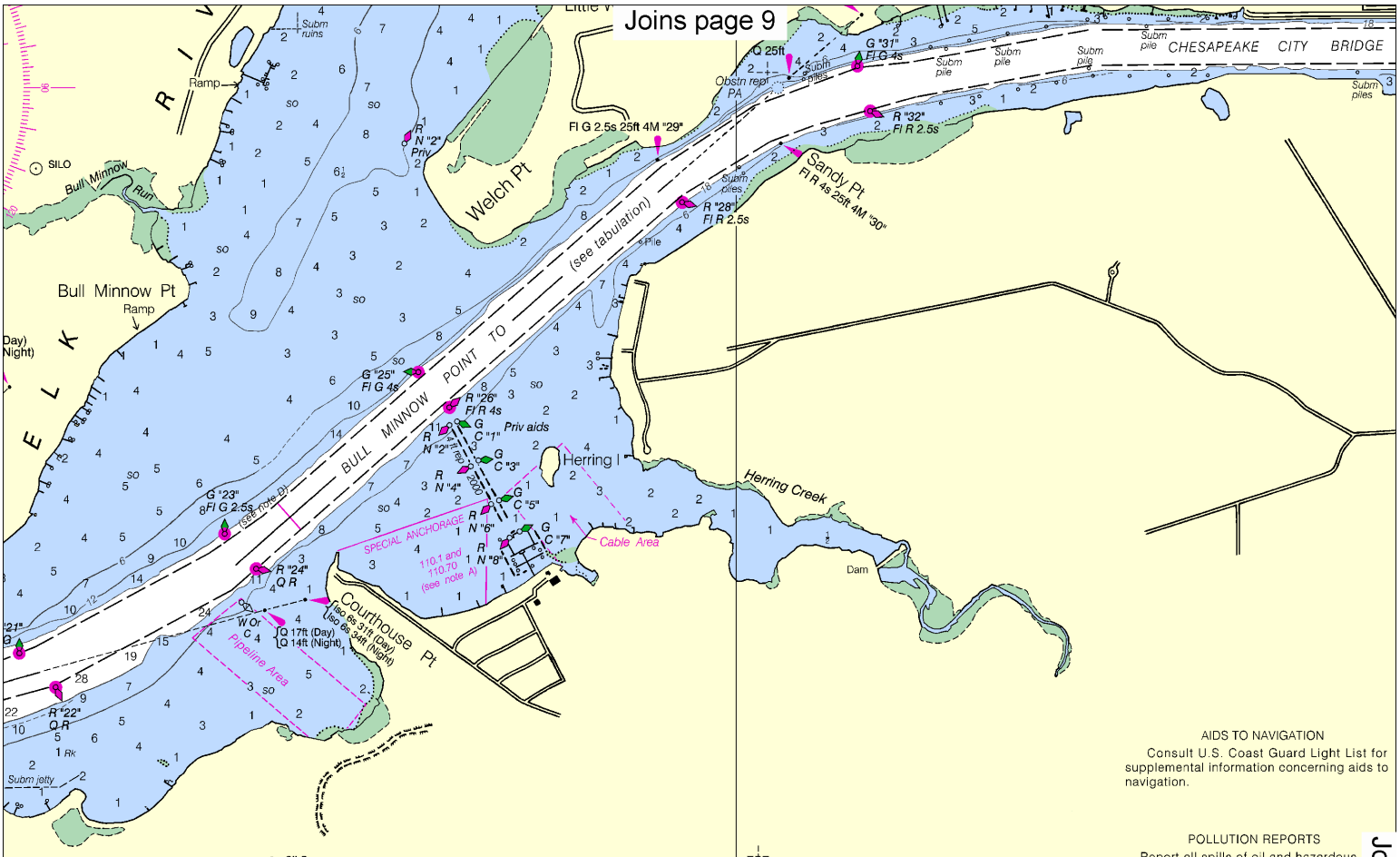
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles
0 1 1 ½

Yards
500 0 500 1000 1500 2000 2500

Joins page 9



AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

POLLUTION REPORTS

Report all spills of oil and hazardous stances to the National Response Cente 1-800-424-8802 (toll free), or to the nearest Coast Guard facility if telephone communica is impossible (33 CFR 153).

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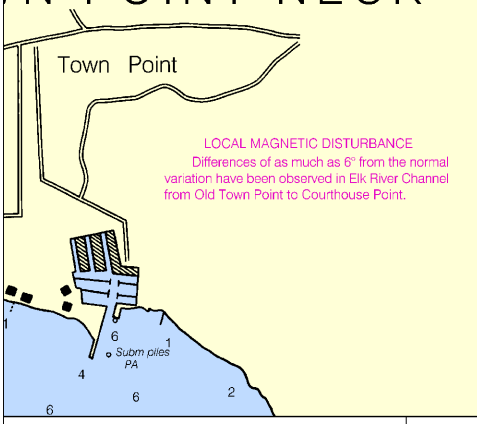
N POINT NECK



LOCAL MAGNETIC DISTURBANCE

Differences of as much as 6° from the normal variation have been observed in Elk River Channel from Old Town Point to Courthouse Point.

ABBREVIATIONS

(For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

21, Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

CAUTION

Temporary changes or defects in ai navigation are not indicated on this chart. Local Notice to Mariners.

During some winter months or when endan- gered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

½

500

1

To find SPEED, right point on 60

54' 53' 52' 51'

ET

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

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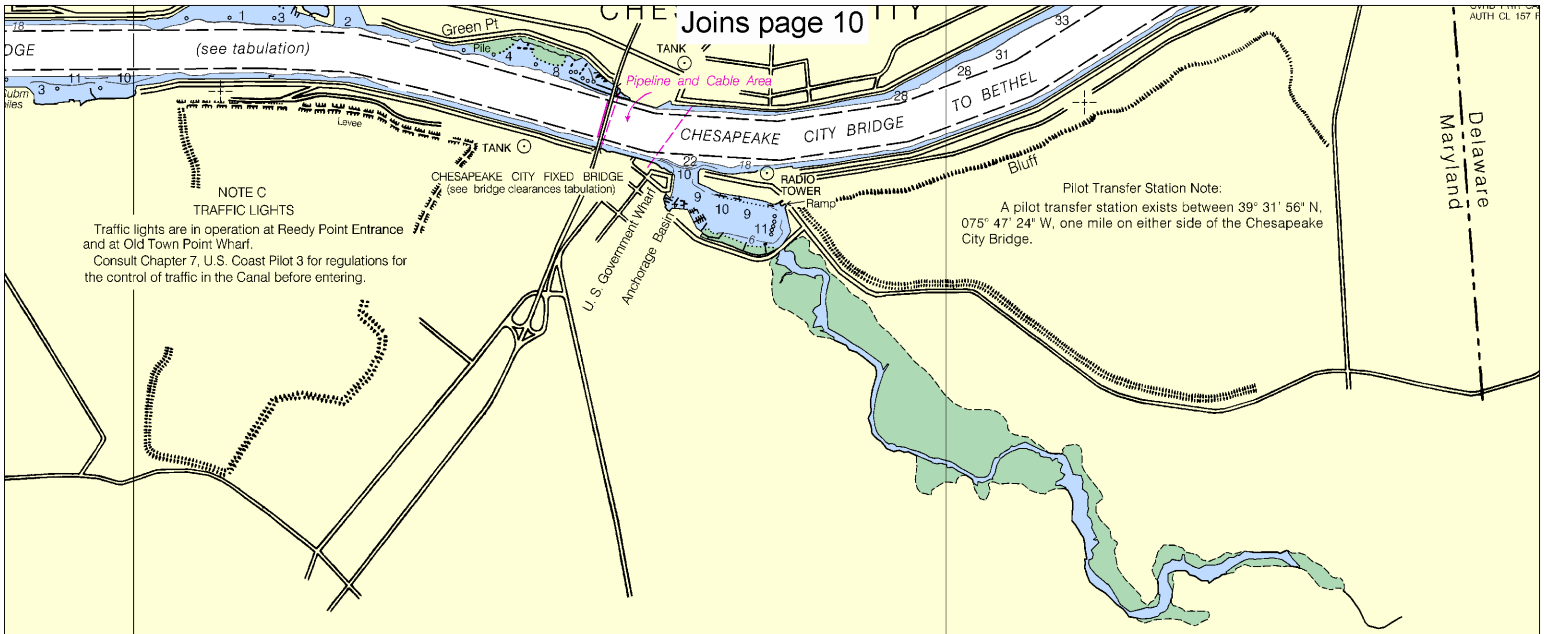
Joins page 10



NOTE C
TRAFFIC LIGHTS

Traffic lights are in operation at Reedy Point Entrance and at Old Town Point Wharf.

Consult Chapter 7, U.S. Coast Pilot 3 for regulations for the control of traffic in the Canal before entering.

Pilot Transfer Station Note:

A pilot transfer station exists between 39° 31' 56" N, 075° 47' 24" W, one mile on either side of the Chesapeake City Bridge.

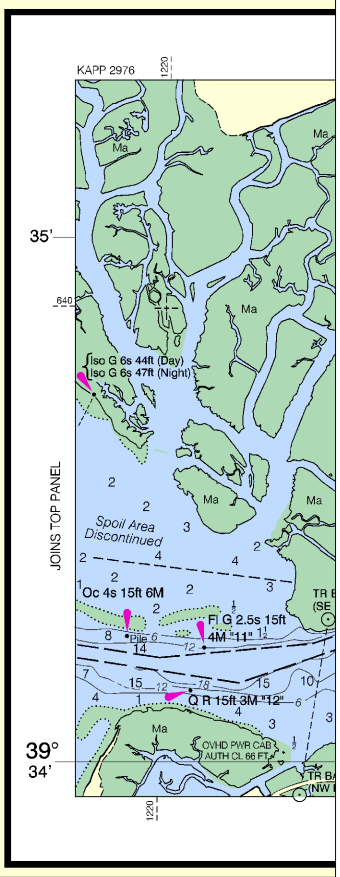
CAUTION
SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area — Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.



Joins page 13

PLANE COORDINATE GRID
(based on NAD 1927)

The Maryland State Grid is indicated on this chart at 10,000 foot intervals thus: -+- The last three digits are omitted.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

SCALE 1:20,000

Nautical Miles: 0, ½, 1, 1 ½

Yards: 0, 500, 1000, 1500, 2000, 2500

LOGARITHMIC SPEED SCALE

2 3 4 5 6 7 8 9 10 15 20 25 30 40 50 60

SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place it on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

50' 40' 30' 20' 10' 49' 50' 48' 47'

at Washington, D.C.
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OCEAN SERVICE
AST SURVEY

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FATHOMS	
FEET	
METERS	

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0, 1, 1 ½

Yards: 500, 0, 500, 1000, 1500, 2000, 2500

Joins page 11

CHESAPEAKE AND DELAWARE CANAL BRIDGE CLEARANCES

VERTICAL CLEARANCES ARE EXPRESSED IN FEET ABOVE MEAN HIGH WATER (MHW)

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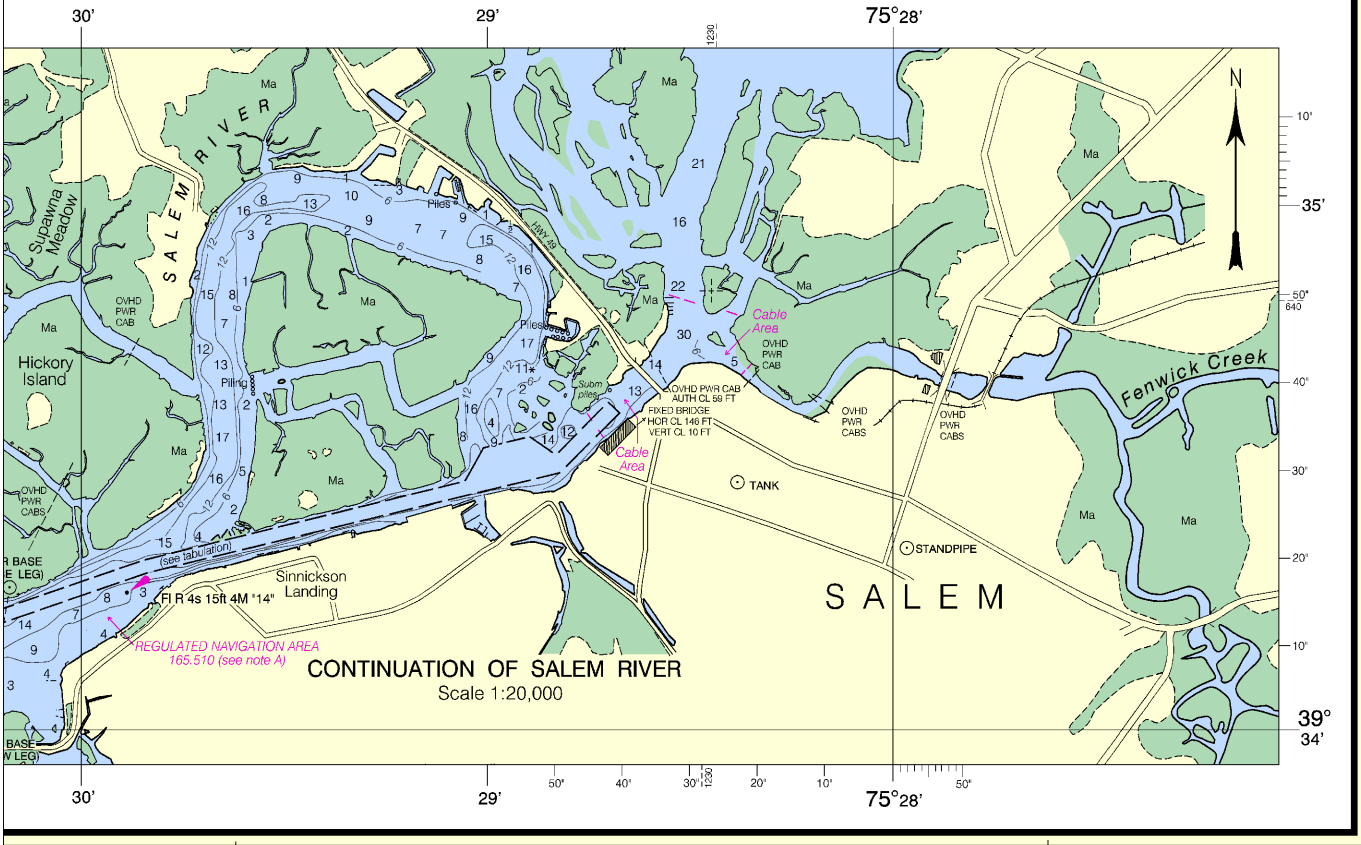
ST GEORGES BRIDGE W			142		
CONRAIL LIFT BRIDGE	45 (Down) *129 (Low Lift) **137 (High Lift)		45 (Down) *130 (Low Lift) **138 (High Lift)		45 (Down) *129 (Low Lift) **137 (High Lift)
PIPELINE CROSSING	141	141	141	141	141
SUMMIT BRIDGE	135 (132)	137	138	137	135 (131)
CHESAPEAKE CITY BRIDGE	136 (135)	138	140	138	136 (134)

Notes: 136- -Clearances below lowest steel girder of bridge.
(134)-Clearances below navigation lights.
*Normal low limit stop for raised position of Conrail Lift Bridge.
**The Conrail Lift Bridge limit override allows an additional 8 feet of clearance. (indicated by alignment of white lines)



JOINS PANEL ABOVE

742 X 1020 mm

Chesapeake and Delaware Canal

SOUNDINGS IN FEET - SCALE 1:20,000

12277

ED NO. 35

NSN 7642014010328 NGA REFERENCE NO. 12AHA12277

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

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National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

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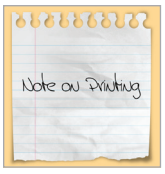

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